This listing of claims will replace all prior versions and listings of claims in the application.

## **Listing of Claims:**

1. (currently amended) Method for controlling a direct-injection gasoline engine during regeneration of a lean NOx trap disposed in an exhaust path of the engine, the regeneration characterized by a transition from stratified lean engine operation to homogeneous rich engine operation, comprising:

determining a base desired torque;

estimating a decrease in engine torque discontinuity that would result from transitioning from between stratified lean engine operation to and homogeneous rich engine operation during a lean NOx trap regeneration based on stratified lean engine operation intake gas charges and homogeneous rich engine operation intake gas charges; and

applying a feed-forward compensating control torque to the engine base desired torque during lean NOx trap regeneration in an amount sufficient to compensate for the estimated decrease in engine torque engine torque discontinuity thereby maintaining the base desired torque level during the lean NOx trap regeneration.

- 2. (canceled)
- 3. (currently amended) The method of claim 1, wherein applying a <u>feed-forward</u> compensating centrol torque to the engine comprises:

increasing fueling to the engine in an amount sufficient to effect said compensating control torque.

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- 4. (original) The method of claim 1, wherein determining a base desired torque is accomplished in accordance with one or more of a throttle pedal position, a cruise control setting and an idle speed control.
- 5. (currently amended) The method of claim 1, further comprising: determining the end of the lean NOx trap regeneration event; and ending the step of applying a application of the feed-forward compensating centrol torque at the end of the lean NOx trap regeneration.
- 6. (currently amended) System for controlling a direct-injection gasoline engine during regeneration of a lean NOx trap disposed in an exhaust path of the engine, the regeneration characterized by a transition from stratified lean engine operation to homogeneous rich engine operation, comprising:

means for determining a base desired torque;

means for estimating a decrease in engine torque discontinuity that would result from transitioning from between stratified lean engine operation to and homogeneous rich engine operation during a lean NOx trap regeneration based on stratified lean engine operation intake gas charges and homogeneous rich engine operation intake gas charges; and

means for applying a feed-forward compensating centrel torque to the engine base desired torque during lean NOx trap regeneration in an amount sufficient to compensate for the estimated decrease in engine torque engine torque discontinuity thereby maintaining the base desired torque level during the lean NOx trap regeneration.

7. (canceled)

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8. (currently amended) The method system of claim 6, wherein applying a feed-forward compensating central torque to the engine comprises:

means for increasing fueling to the engine in an amount sufficient to effect said compensating central torque.

9. (currently amended) The method system of claim 4 6, further comprising:

means for determining the end of the lean NOx trap regeneration event; and means for ending the step of applying a application of the feed-forward compensating control torque at the end of the lean NOx trap regeneration.

10. (currently amended) Article of manufacture comprising a storage medium having a computer program encoded therein for effecting coordinated control of engine operation and regeneration of a lean NOx trap disposed in an exhaust path of a direct-injection gasoline engine, the regeneration characterized by a transition from stratified lean engine operation to homogeneous rich engine operation, the program comprising:

code for determining a base desired torque;

code for estimating a decrease in engine torque discontinuity that would result from transitioning from between stratified lean engine operation to and homogeneous rich engine operation during a lean NOx trap regeneration based on stratified lean engine operation intake gas charges and homogeneous rich engine operation intake gas charges; and

code for applying a feed-forward compensating control torque to the engine base desired torque during lean NOx trap regeneration in an amount sufficient to compensate for the estimated decrease in engine torque engine torque discontinuity thereby maintaining the base desired torque level during the lean NOx trap regeneration.

11. (canceled)

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- 12. (currently amended) The article of claim 10, wherein said code for applying a <u>feed-forward</u> compensating <del>control</del> torque to the engine comprises: code for increasing fueling to the engine in an amount sufficient to effect said compensating <del>control</del> torque.
- 13. (currently amended) The article of claim 10 further comprising: code for determining the end of the lean NOx trap regeneration; and code for ending the application of the feed-forward compensating control torque at the end of the lean NOx trap regeneration.